SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

STOCKTON DIVISION

47

To Take Effect Sunday, December 28, 1930, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager.

G. E. GAYLORD,
Superintendent.

EASTWARD

Lathrop Subdivision

Time Table No. 47

December 28, 1930

Capacity of Sidings in Car Lengths	298 Local Freight (Third Class)	306 Local Freight (Third Class)	80 Stockton (First Class)	38 San Francisco Sacramento Passenger	50 Fresno	56 Tehachapi	52 San Joaquin	32 San Francisco Sacramento Passenger	16 West Coast	84 Sacramento Passenger	210 Newsboy	58 Sequoia	Distance from San Francisco Via Niles	STATIONS
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term. Yard BKWOTY P	7.00AM	2.00AM	8.05PM	6.53PM	6.50PM	2.45PM	10.32AM	10.30AM		5.55AM	4.20AM	2.38AM	70.8	TO-R TRACY
P				f6.59	6.56	2.51	10.38	f10.36			4.26	2.44	73.9	3.1 BANTA
9 Spur													76.8	2.9 WINSHIP
I P													78.7	1.9 SAN JOAQUIN BRIDGE
Eastward 77 Westward 82 Fresno 57 BWY P	7.30AM		8.20	s7.20	s 7.08PM	s 3.05PM	s10.50AM	s10.55	8.12AM	6.10	s4.42	s 2.56AM	81.5	2.8 TO-R LATHROP
P				f7.27				s11.05	8.22		4.49		86.1	4.6 FRENCH CAMP
I													87.7	1.6 T. S. Ry. Crossing
I Yard BKWOITY P		3.15AM	s8.35	s7.37 7.45				s11.15 11.20	s 8.31 8.40	s 6.30	s5.10		90.9	3.2 A. T. & S. F. Crossing S. E. R. R. Crossing TO-R STOCKTON C. C. T. Co. Crossing
I P													92.3	1.4 STOCKTON TOWER No. 4 End of Double Track W. P. Crossing
63 Spur													92.7	0.4 EL PINAL
4 Spur													93.5	0.8 JARN
W													95.0	1.5 AKERS
125 P				f				f					96.6	1.6 CASTLE
125 P				f				f					100.2	3.6 ARMSTRONG
BKWOY P 125			s9.00PM	s8.08				s11.45	s 9.03		s5.35		103.3	3.1 C. C. T. Co. Crossing LODI
42 Spur				f									105.1	1.8 URGON
125 P				f				s11.51AM			s5.41		106.2	1.1 ACAMPO
125 P				f				f					109.5	3.3 FOREST LAKE
BKWOY P 178				s8.25				s12.08PM	9.16		s5.55		111.7	2.2 GALT
125 P				f				f					115.5	3.8 NEED
15				f				f					117.5	2.0 ARNO
125 P				f				f					119.5	2.0 McCONNELL
133 P				f8.42				s12.25	9.35		s6.15		122.9	3.4 ELK GROVE
125 P				f									125.7	2.8 MEADOWS
135 WP				f8.50				s12.36			s6.25		129.0	3.3 FLORIN
10													132.0	3.0 POLK
WP				f9.00PM				f12.45PM	10.00AM	7.35AM	f6.35AM		133.2	1.2 BRIGHTON
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		62.4
	(0.30) 21.40	(1.15) 16.08	(0.55) 35.45	(2.07) 29.48	(0.18) 35.66	(0.20) 32.10	(0 18) 35.66	(2.15) 27.73	(1.48) 28.72	(1.40) 37.44	(2.15) 27.73	(0.18) 35 66		........Time over District. .... Average Speed per hour

Block Signals (Tracy – Stockton); Double Track (Tracy – Stockton Tower No. 4); Block Signals (Stockton Tower No. 4 – Galt); Signal Dispatching System (Stockton Tower No. 4 – Brighton)

Single track over San Joaquin Bridge; trains will be governed by interlocking signals.

Eastward main track between A.T.&S.F.R.R., crossing Stockton, and Stockton Tower No. 4, is not protected by Block Signals.

Trains must not leave place at which passengers are received and discharged in advance of time shown at stations in Signal Dispatching System between Brighton and Stockton Tower No. 4.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	For Beyond	From (Or Beyond)
16	Any Station	Receive	Sacramento	
16	Any Station	Discharge		Manteca

Time Table No. 47

December 28, 1930

STATIONS	Distance from Brighton	57	79	31	49	55	37	83	15	51	297	305
		FIRST CLASS									THIRD CLASS	
		Sequoia	Stockton	Sacramento San Francisco Passenger	Fresno	Tehachapi	Sacramento San Francisco Passenger	Tracy Passenger	West Coast	San Joaquin	Local Freight	Local Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
TO-R TRACY	62.4	s 4.35AM	s 7.33AM	s 11.05AM	s 11.10AM	s 3.40PM	s 4.30PM	s 7.35PM		s 7.30PM	1.30PM	11.20PM
3.1												
BANTA	59.3	4.27		f 10.55	11.01	3.32		f 7.26		7.23		
2.9												
WINSHIP	56.4											
1.9												
SAN JOAQUIN BRIDGE	54.5											
2.8												
TO-R LATHROP	51.7	4.15AM	7.17	s 10.35	10.50AM	3.20PM	f 4.13	s 7.15 7.03	★ 7.42PM	7.12PM	1.00PM	10.45
4.6												
FRENCH CAMP	47.1			f 10.21				s 6.54	7.35			
1.6												
T. S. Ry. Crossing	45.5											
3.2												
A. T. & S. F. Crossing S. E. R. R. Crossing TO-R STOCKTON C. C. T. Co. Crossing	42.3		s 7.05	10.12 s 10.00			4.00 s 3.45	s 6.45	7.25 s 7.10			10.15PM
1.4												
STOCKTON TOWER NO. 4 End of Double Track W. P. Crossing	40.9											
0.4												
EL PINAL	40.5											
0.8												
JARN	39.7											
1.5												
AKERS	38.2											
1.6												
CASTLE	36.6			f			f	f				
3.6												
ARMSTRONG	33.0			f			f	f				
3.1												
C. C. T. Co. Crossing LODI	29.9		6.40AM	s 9.40			s 3.25	s 6.15	6.50			
1.8												
URGON	28.1											
1.1												
ACAMPO	27.0			s 9.27			s 3.13	f 6.07				
3.3												
FOREST LAKE	23.7			f			f	f				
2.2												
GALT	21.5			s 9.16			s 3.05	s 6.00	6.35			
3.8												
NEED	17.7			f 9.06			f	f				
2.0												
ARNO	15.7			f			f	f				
2.0												
McCONNELL	13.7			f 9.00			f	f				
3.4												
ELK GROVE	10.3			s 8.55			s 2.45	s 5.42	6.20			
2.8												
MEADOWS	7.5			f			f	f				
3.3												
FLORIN	4.2			s 8.45			s 2.34	f 5.33				
3.0												
POLK	1.2											
1.2												
BRIGHTON	0.0			8.35AM			2.25PM	5.25PM	6.05PM			
62.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
Time over District		(0.20)	(0.53)	(2.30)	(0.20)	(0.20)	(2.05)	(2.10)	(1.37)	(0.18)	(0.30)	(1.05)
Average speed per hour		32.10	36.79	24.96	32.10	32.10	29.93	28.80	31.98	35.66	21.40	18.55

Block Signals: Tracy to Stockton; Stockton Tower No. 4 to Brighton. Double Track: Tracy to Stockton Tower No. 4. Signal Dispatching System: Stockton Tower No. 4 to Brighton.

Single track over San Joaquin Bridge; trains will be governed by interlocking signals.

Westward main track between Weber Ave., and AT&SFRR crossing Stockton, is not protected by Block Signals.

★No. 15-60 will not stop at station at Lathrop but will pull directly around east leg of wye to the Merced Subdivision.

Trains must not leave place at which passengers are received and discharged in advance of time shown at stations in Signal Dispatching System between Brighton and Stock on Tower No. 4.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
15	Any Station	Receive	Los Angeles	
15	Any Station	Discharge		Roseville

EASTWARD — Merced Subdivision.

Time Table No. 47
December 28, 1930

Capacity of sidings in car lengths.	THIRD CLASS 300 Local Freight Leave Daily EX. SUNDAY	298 Local Freight Leave Daily EX. SUNDAY	252 Fresno Freight Leave Daily	SECOND CLASS 168 Madera Freight Leave Tuesday, Thurs., Sat.	FIRST CLASS 60 West Coast Leave Daily	50 Fresno Leave Daily	56 Tehachapi Leave Daily	52 San Joaquin Leave Daily	58 Sequoia Leave Daily	Distance from San Francisco Via Antioch		Miles between	STATIONS
Eastward 77 Fresno 57 BWYP		7.40AM	12.15AM		7.42PM	7.13PM	3.15PM	11.00AM	2.59AM	92.9	TO-R		LATHROP
I										93.8		0.9	W. P. Crossing
80 P		8.03	12.35		7.55	s 7.22	s 3.23	11.06	3.06	96.8	TO	3.0	MANTECA
115 P		8.16	12.40		7.58	7.26	3.27	11.09	3.09	99.4		2.6	CALLA
26 P										100.6		1.2	WESTON
79 P		8.50	12.47		8.03	f 7.32	s 3.33	11.13	3.13	103.3	TO	2.7	RIPON
85 P		9.15	12.53		8.08	f 7.37	s 3.40	11.17	3.17	106.4	TO	3.1	SALIDA
20										108.1		1.7	COVELL
No. 1, 106 No. 2, 100 No. 3, 100 BKWP		10.17	1.10		s 8.22	s 7.50	s 3.55	s 11.33	s 3.25	113.1	TO	5.0	MODESTO
I										114.7		1.6	T. S. Ry. Crossing
77 P		10.54	1.22		8.29	f 7.57	s 4.03	11.40	3.47	117.4	TO	2.7	CERES
74 P		11.15	1.28		8.33	f 8.02	f 4.08	11.44	3.51	120.8	TO	3.4	KEYES
83 P		11.53AM	1.40		s 8.42	s 8.10	s 4.20	s 11.53AM	s 4.03	126.2	TO	5.4	TURLOCK
4 Spur										129.3		3.1	ALCANT
99 P		12.20PM	1.52		8.50	f 8.17	f 4.28	12.01PM	4.10	131.9	TO	2.6	DELHI
84 WP		1.00	2.24		8.57	s 8.24	s 4.35	12.07	4.16	136.4	TO	4.5	LIVINGSTON
30							f 4.40			138.9		2.5	ARENA
73 P		1.32	2.40		9.05	s 8.33	s 4.48	12.14	4.24	143.2	TO	4.3	ATWATER
42							f			144.8		1.6	BUHACH
125 P		2.15	2.50		9.10	8.39	4.53	12.19	4.29	147.4		2.6	FERGUS
70 BKWOTP	10.30AM	2.30PM	3.30		s 9.22	s 8.49	s 5.14	s 12.26	s 4.55	150.5	TO-R	3.1	MERCED
24										151.9		1.4	CREEGAN
6										155.9		4.0	CLUSTER
75 P	11.00		3.50		9.31	8.58	f 5.30	12.34	5.04	156.6		0.7	LINGARD
79 P	11.20		3.57		9.36	9.03	f 5.37	12.39	5.09	160.5		3.9	ATHLONE
9 Spur										163.3		2.8	LABRANZA
44 Spur							f			165.8		2.5	SIERRA VISTA
85 P	11.53AM		4.12		9.44	9.11	f 5.46	12.47	5.17	166.9		1.1	MINTURN
40 WP	12.05PM 1.30					s 9.14	s 5.50	12.49	s 5.20	168.2	TO	1.3	CHOWCHILLA
80 P	1.50		4.24		9.52	f 9.20	f 5.56	12.55	5.27	173.0		4.8	FAIRMEAD
76 WOTP	2.25		4.40	2.20PM	9.56	f 9.25	f 6.01	12.59	5.31	176.5	TO-R	3.5	BERENDA
106 P	2.35		4.48	2.27	9.59	f 9.28	6.05	1.02	5.34	179.2		2.7	NOTARB
142 BKP	3.45		5.00	2.35PM	s 10.07	s 9.35	s 6.13	s 1.10	s 5.45	183.9	TO-R	4.7	MADERA
31	4.00						f			186.7		2.8	BORDEN
82 P	4.20		5.33		10.15	9.42	f 6.21	1.17	6.00	190.2		3.5	IRRIGOSA
12 Spur							f			193.5		3.3	THARSA
85 WP	4.46		5.50		10.22	9.47	f 6.28	1.24	f 6.09	195.6		2.1	HERNDON
P							f			199.3		3.7	BIOLA JCT
Term. Yard P	5.20PM		6.10AM		10.30	9.56	f 6.37	1.32	6.20	201.8	TO-R	2.5	FRESNO YARD
I										203.2		1.4	F. T. Co. Crossing
Term. Yard BKWOTYP					s 10.43PM	s 10.10PM	s 6.50PM	s 1.45PM	s 6.35AM	205.5	TO-R	2.3	FRESNO
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Tuesday, Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(112.6)			
	(6.50) 9.17	(6.50) 8.43	(5.55) 18.40	(0.15) 29.60	(3.01) 37.32	(2.57) 38.17	(3.35) 31.42	(2.45) 40.94	(3.36) 31.28				......Time over District...... ......Average speed per hour......

Block Signals (Lathrop to Fresno). Double Track (Fresno Yard to Fresno).

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
52	Any Station	Discharge		Sacto & Stockton Direct Rt.
60	Any Station	Discharge		Roseville
58	Berenda	Discharge	Talbot	

East leg of wye at Lathrop is not protected by block signals.

Merced Subdivision.

WESTWARD

Time Table No. 47

December 28, 1930

	STATIONS	Distance between stations	Distance from Fresno	FIRST CLASS 57 Sequoia Arrive Daily	59 West Coast Arrive Daily	49 Fresno Arrive Daily	55 Tehachapi Arrive Daily	51 San Joaquin Arrive Daily	SECOND CLASS 165 Berenda Freight Arrive Tuesday, Thurs. & Sat.	THIRD CLASS 255 Lathrop Freight Arrive Daily	297 Local Freight Arrive Daily EX. SUNDAY	299 Local Freight Arrive Daily EX. SUNDAY	251 Lathrop Freight Arrive Daily
TO-R	LATHROP		112.6	s 4.10AM	★ 8.12AM	s 10.45AM	s **3.15**PM	s 6.58PM		5.30AM	12.50PM		2.00AM
	W. P. Crossing	0.9	111.7										
TO	MANTECA	3.0	108.7	f 4.00	**8.03**	10.39	s 3.05	6.53		5.11	12.40		1.46
	CALLA	2.6	106.1	3.52	7.59	10.36	3.01	6.50		5.05	12.30		1.41
	WESTON	1.2	104.9										
TO	RIPON	2.7	102.2	f 3.47	7.53	10.31	s 2.55	6.46		4.55	12.20PM		1.32
TO	SALIDA	3.1	99.1	f 3.40	7.48	10.27	s 2.48	6.42		4.45	11.59AM		1.25
	COVELL	1.7	97.4										
TO	MODESTO	5.0	92.4	s **3.25**	s 7.35	s **10.17**	s 2.35	s 6.33		4.30	**11.33**		**1.10**
	T. S. Ry. Crossing	1.6	90.8										
TO	CERES	2.7	88.1	f 2.57	7.20	10.05	s 2.18	6.23		4.05	**10.54**		12.22
TO	KEYES	3.4	84.7	f 2.52	7.15	**10.01**	f 2.12	6.19		**3.51**	**10.01**		12.15
TO	TURLOCK	5.4	79.3	s 2.43	s 7.06	s 9.54	s 2.04	s 6.12		3.37	9.30		12.05AM
	ALCANT	3.1	76 2										
TO	DELHI	2.6	73.6	f 2.31	6.56	9.46	s 1.53	6.04		3.26	7.55		11.55PM
TO	LIVINGSTON	4.5	69.1	f **2.24**	6.50	9.40	s 1.45	5.59		3.15	7.35		11.45
	ARENA	2.5	66.6				f 1.38						
TO	ATWATER	4.3	62.3	f 2.14	**6.42**	9.33	s **1.32**	5.52		2.58	**6.42**		11.32
	BUHACH	1.6	60.7										
	FERGUS	2.6	58.1	2.06	6.37	9.28	1.25			**2.50**	6.10		11.22
TO-R	MERCED	3.1	55.0	s 2.00	s 6.32	s 9.24	s 1.20	s 5.43		2.40	6.00AM	2.45PM	11.15
	CREEGAN	1.4	53.6										
	CLUSTER	4.0	49.6										
	LINGARD	0.7	48.9	1.41	6.17	9.11	f 1.03	**5.30**		2.28		2.15	10.43
	ATHLONE	3.9	45.0	f 1.36	6.13	9.07	f 12.58	5.26		2.20		2.00	10.35
	LABRANZA	2.8	42.2										
	SIERRA VISTA	2.5	39.7										
	MINTURN	1.1	38.6	1.28	6.06	9.00	**12.47**	5.19		2.08		1.15	10.22
TO	CHOWCHILLA	1.3	37.3	s 1.26			s **12.42**					**1.00**PM **11.50**AM	
	FAIRMEAD	4.8	32.5	f 1.18	5.59	8.53	f 12.35			1.55		11.35	10.10
TO-R	BERENDA	3.5	29.0	f 1.12	5.55	8.49	s 12.29	5.09	10.15AM	1.45		11.15	**9.56**
	NOTARB	2.7	26.3	1.08	5.52	8.46	12.23	5.06	10.08	1.30		10.50	**9.28**
TO-R	MADERA	4.7	21.6	s 1.00	s **5.45**	s 8.40	s 12.16	s 5.00	**10.00**AM	1.20		**10.35** **8.30**	9.10
	BORDEN	2.8	18.8	f								8.10	
	IRRIGOSA	3.5	15.3	f 12.50	**5.33**	8.32	f 12.05PM	4.52		1.07		8.00	8.40
	THARSA	3.3	12.0										
	HERNDON	2.1	9.9	f 12.43	5.27	8.26	f 11.58AM	**4.46**		12.56		7.45	8.30
	BIOLA JCT.	3.7	6.2										
TO-R	FRESNO YARD (Double Track)	2.5	3.7	f 12.35	5.18	8.19	f 11.51	4.39		12.45AM		7.30AM	8.20PM
	F. T. Co. Crossing (Double Track)	1.4	2.3										
TO-R	FRESNO (Double Track)	2.3	0.0	12.25AM	5.05AM	8.10AM	11.40AM	4.30PM					
	(112.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday, Thurs. & Sat.	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	Time over District			(3.45)	(3.07)	(2.35)	(3.25)	(2.28)	(0.15)	(4.45)	(6.50)	(7.15)	(5.40)
	Average speed per hour			30.03	36.12	43.58	32.95	45.65	29.60	22.55	8.43	7.09	18.91

Block Signals (Lathrop to Fresno)

East leg of wye at Lathrop is not protected by block signals.

★No. 59-16 will not stop at Station at Lathrop, but will pull directly around east leg of wye to the Lathrop Subdivision.

No. 55 stops on flag at Clinton Ave., Fresno, to receive or discharge Company Employees.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
59	Any Station	Receive	Sacramento	
59	Any Station	Discharge		Fresno
49	Any Station	Receive	Sacramento	

Los Banos Subdivision

EASTWARD — **WESTWARD**

Time Table No. 47
December 28, 1930

Capacity of sidings in car lengths.	316 San Joa. Div. Local Freight (THIRD CLASS) Leave Daily EX. SUNDAY	250 Local Freight (THIRD CLASS) Leave Daily EX. SUNDAY	248 Local Freight (THIRD CLASS) Leave Daily EX. SUNDAY	242 Fresno Mdse. Freight (SECOND CLASS) Leave Daily	26 Owl (FIRST CLASS) Leave Daily	40 Tracy-Fresno Passenger (FIRST CLASS) Leave Daily	Distance from San Francisco via Antioch		STATIONS	Distance between stations	Distance from Fresno	25 Owl (FIRST CLASS) Arrive Daily	39 Fresno-Tracy Passenger (FIRST CLASS) Arrive Daily	245 Tracy Freight (THIRD CLASS) Arrive Daily	249 Local Freight (THIRD CLASS) Arrive Daily EX. SUNDAY	247 Local Freight (THIRD CLASS) Arrive Daily EX. SUNDAY	241 Tracy Freight (THIRD CLASS) Arrive Daily
Term. Yard BKWOTY P			7.30 AM	12.10 AM	8.50 PM	11.20 AM	82.2	TO-R	TRACY	2.7	126.2	s 5.43 AM	s 6.30 PM	11.15 AM		2.20 PM	11.45 PM
48 I P			7.40	12.22		f 11.27	84.9		W. P. Crossing LYOTH	3.0	123.5		f 6.23	11.00		2.05	11.30
54 P			7.50	12.27	8.59	f 11.32	87.9		YARMOUTH	4.7	120.5	5.34	f 6.18	10.50		1.55	11.23
55 P			8.03	12.37	9.05	s 11.39	92.6		VERNALIS	0.9	115.8	5.28	s 6.11	10.35		1.20	11.13
13 Spur							93.5		OHM	1.4	114.9						
24 Spur						f	94.9		SOLYO	1.5	113.5		f				
45 P			8.13	12.44	9.10	f 11.44	96.4		HALLY	4.0	112.0		f 6.04	10.23		12.45	11.07
100 WP			8.40	12.51	9.15	s 11.51 AM	100.4	TO	WESTLEY	4.4	108.0	5.18	s 5.58	10.15		12.30	11.00
13 Spur						f	104.8		VANORMER	2.6	103.6		f				
56 P			**10.00**	1.04	9.23	s **12.04 PM**	107.4	TO	PATTERSON	5.8	101.0	5.10	s 5.48	**10.00**		**12.04 PM**	10.48
54 P			**10.40 AM**	1.14	9.30	s 12.14	113.2	TO	CROWS LANDING	2.8	95.2	5.02	s 5.33	9.43		**10.40 AM**	10.39
13 Spur						f	116.0		STOMAR	1.3	92.4		f				
53 P						f 12.20	117.3		TIMBA	2.2	91.1		f				
57 WP			**12.30 PM**	1.26	9.38	s **12.30**	119.5	TO	NEWMAN	4.0	88.9	4.55	s 5.20	**9.30**		**10.00** **8.45**	10.29
52 P			1.25	1.32	9.43	s 12.40	123.5	TO	GUSTINE	3.4	84.9	4.50	s 5.05	9.20		8.35	10.21
42			1.35	1.37		f 12.45	126.9		LINORA	2.4	81.5		f	9.13		7.35	10.15
73 P			1.50	1.41	9.50	f 12.48	129.3		INGOMAR	6.3	79.1	4.43	f 4.53	9.07		7.20	10.10
57 P			2.15	1.50	**9.58**	f 12.56	135.6		VOLTA	2.7	72.8	4.35	f 4.43	8.55		7.00	**9.58**
13 Spur						f	138.3		TRENT	2.1	70.1						
86 BKWOY P		9.00 AM	2.35 PM	2.10	s 10.06	s 1.13	140.4	TO-R	LOS BANOS	1.2	68.0	s 4.29	s 4.35	8.40	3.00 PM	6.30 AM	9.35
30 Spur						f	141.6		ABATTO	6.7	66.8		f				
56 P		9.25		2.25	10.16	f 1.23	148.3		AGATHA	1.3	60.1		f 4.15	8.20	2.05		9.09
13 Spur						f	149.6		BRITO	3.4	58.8		f				
100 P		10.30		2.34	10.22	s **1.33**	153.0	TO	DOS PALOS	6.8	55.4	4.12	s 4.08	8.12	**1.33**		9.02
43 P		11.00 AM		2.46	10.30	f 1.42	159.8		OXALIS	1.8	48.6	4.04	f 3.55	8.00	12.45		8.51
12 Spur						f	161.6		SILAXO	4.6	46.8		f				
100 WP		**12.20 PM**		2.58	10.37	s 1.52	166.2	TO	FIREBAUGH	4.6	42.2	3.57	s 3.44	7.43	**12.20 PM**		8.41
46		12.35		3.05	10.43	f 1.58	170.8		CROMIR	2.0	37.6		f 3.36	7.33	11.40 AM		8.34
13 Spur						f	172.8		ARBIOS	1.7	35.6		f				
98 P		1.00		3.10	10.47	s 2.06	174.5	TO	MENDOTA	7.4	33.9	3.48	s 3.31	7.25	11.30		8.28
52 YP	10.45 AM	1.20		**3.39**	10.56	f 2.16	181.9	R	INGLE	2.6	26.5	**3.39**	f 3.19	7.10	10.25		8.15
49 P	10.50	1.30		3.48	10.59	f 2.20	184.5		JAMESAN	0.5	23.9	3.36	f 3.15	7.05	10.15		8.10
9 Spur							185.0		BUTTON	8.0	23.4						
47 BKWOY P	11.05 AM	**1.55** **3.04**		4.10 AM	11.09	s **2.35**	193.0	TO-R	KERMAN	3.2	15.4	3.26	s **3.04**	6.45 AM	9.50		7.50 PM
13 Spur						f	196.2		RUGG	0.5	12.2		f				
55		3.20				f 2.40	196.7		FLOYD	1.8	11.7		f		8.35		
47 P		3.28			11.15	f 2.43	198.5		ROLINDA	2.3	9.9	3.20	f 2.56		8.20		
236 Spur P							200.8		KEARNEY	1.0	7.6						
23 Spur Y						f	201.8		NEVILLS	0.7	6.6		f				
47 P		3.45			11.20	f **2.50**	202.5		PRATTON	1.2	5.9	3.15	f **2.50**		8.00		
9 Spur							203.7		FORSEY	1.6	4.7						
18 Spur							205.3		CRAYOLD	3.1	3.1						
Term. Yard BKWOTY P		4.30 PM			11.35 PM	s 3.10 PM	208.4	TO-R	FRESNO		0.0	3.00 AM	2.35 PM		7.40 AM		
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily					(126.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
Time over District	(0.20)	(7.30)	(7.05)	(4.00)	(2.45)	(3.50)						(2.43)	(3.55)	(4.30)	(7.20)	(7.50)	(3.55)
Average speed per hour	33.30	9.07	8.21	27.70	45.89	32.92						46.45	32.22	24.62	9.27	7.43	28.29

Automatic Train Control (Tracy to Fresno)

No. 249 originates at Fresno Yard.
No. 250 terminates at Fresno Yard.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
39	Gadwall	Receive and Discharge	Any Station	Any Station
40	Gadwall	"	"	"
25	Gustine-Newman-Patterson	Discharge		Fresno
26	Patterson-Newman-Gustine	Receive	Fresno	

EASTWARD — Oakdale Subdivision. — WESTWARD

Time Table No. 47
December 28, 1930

Capacity of sidings in car lengths.		THIRD CLASS 306 Local Freight Leave Daily EX. SUNDAY	FIRST CLASS 158 Passenger Leave SUNDAY ONLY	FIRST CLASS 154 Mixed Leave Daily EX. SUNDAY	FIRST CLASS 152 Passenger Leave Daily EX. SUNDAY	Distance from San Francisco via Niles		STATIONS	Distance from Merced	FIRST CLASS 151 Passenger Arrive Daily EX. SUNDAY	FIRST CLASS 157 Passenger Arrive SUNDAY ONLY	FIRST CLASS 153 Mixed Arrive Daily EX. SUNDAY	THIRD CLASS 305 Local Freight Arrive Daily EX. SUNDAY
Yard	BKWOITY P	4.00 AM	11.30 AM	11.40 AM	11.30 AM	90.9	TO-R	STOCKTON W. P. Crossing C. C. T. Co. Crossing	72.0	s 10.05 AM	s 10.05 AM	s 2.50 PM	9.30 PM
8	Spur			f	f	96.0		5.1 ORFORD	66.9	f	f	f	
8	Spur	4.18	f 11.44	f 11.55 AM	f 11.44	96.7		0.7 CHARLESTON	66.2	f 9.55	f 9.55	f 2.30	9.10
4	Spur					97.7		1.0 SIBLEY	65.2				
13	Spur		f	f	f	98.3		0.6 WALTHALL	64.6	f	f	f	
8	Spur	4.33	f 11.49	f 12.05 PM	f 11.49	100.6		2.3 HOLDEN	62.3	f	f	f 2.20	8.55
30	WY P	4.46	s 11.54 AM	s 12.15 PM	s 11.54 AM	103.8	R	3.2 PETERS	59.1	f 9.45	f 9.45	2.10 PM	8.40
14	P	5.10	s 12.01 PM		s 12.01 PM	108.2	TO	4.4 FARMINGTON	54.7	s 9.38	s 9.38		8.10
10	Spur		f		f	111.5		3.3 GOTRI	51.4	f	f		
24		5.30	f 12.10		f 12.10	114.1		2.6 COMETA	48.8	f	f		7.45
25	P	5.50	s 12.15		s 12.15	116.7		2.6 VALLEY HOME	46.2	f 9.24	f 9.24		7.30
23	Spur		f		f	120.6		3.9 ADELA	42.3	f	f		
51	WP	6.15 AM	s 12.35		s 12.25 12.50	122.4	TO-R	1.8 OAKDALE A. T. & S. F. Crossing	40.5	9.15 s 9.00	s 9.15		7.00 PM
52			f 12.45		f 1.05	126.3		3.9 CLARIBEL	36.6	f 8.50	f 8.59		
57	P		s 12.55		s 1.30	132.4	TO	6.1 WATERFORD	30.5	s 8.38	s 8.50		
47	P		s 1.00		s 1.40	134.0		1.6 HICKMAN	28.9	s 8.18	s 8.46		
40	WP		s 1.13		s 2.10	139.8		5.8 MONTPELLIER	23.1	s 8.00	s 8.37		
49	P		f 1.22		f 2.35	146.0		6.2 RYER	16.9	f 7.36	f 8.27		
3	Spur					147.5		1.5 BASEL	15.4				
10	P		f 1.28		f 2.45	148.8		1.3 ARUNDEL	14.1	f 7.30	f 8.23		
49	P		f 1.36		f 3.00	152.5		3.7 AMSTERDAM	10.4	f 7.22	f 8.17		
9	Spur		f		f	157.2		4.7 NAIRN	5.7	f	f		
16	P		f		f	158.2		1.0 FERRIN	4.7	f	f		
12	Spur		f		f	159.9		1.7 BATTURS	3.0	f	f		
	I					161.1		1.2 A. T. & S. F. Crossing	1.8				
BKWOT	P		s 1.55 PM		s 3.30 PM	162.9	TO-R	1.8 MERCED	0.0	7.00 AM	8.00 AM		
		Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			(72.0)		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
		(2.15) 14.00	(2.25) 29.80	(0.35) 22.10	(4.00) 18.00			........Time over District........ ....Average speed per hour........		(3.05) 23.35	(2.05) 34.56	(0.40) 14.35	(2.30) 12.60

Nos. 151 and 152 Mixed Trains between Oakdale and Merced.

EASTWARD — Merced Subdivision — WESTWARD

Time Table No. 47
December 28, 1930

Capacity of sidings in car lengths.				Distance from San Francisco via Antioch		STATIONS	Distance from Dairyland		
40	WP			168.2		CHOWCHILLA	10.1		
9				172.6		4.4 ASH	5.7		
3	Spur			174.1		1.5 OVEJA	4.2		
3				175.3		1.2 TILLMAN	3.0		
5	Spur			177.2		1.9 PLAINS	1.1		
9				178.3		1.1 DAIRYLAND	0.0		

Service performed by Extra Trains only.

EASTWARD — Oakdale Subdivision. — WESTWARD

Time Table No. 47
December 28, 1930

Capacity of sidings in car lengths.			FIRST CLASS 154 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco via Niles		STATIONS	Distance from Milton	SECOND CLASS 153 Mixed Arrive Daily EX. SUNDAY
30	WY P		12.15 PM	103.8	R	PETERS	11.5	s 2.10 PM
7			f 12.34	109.5		5.7 WAVERLY	5.8	f 1.50
4	TP		s 12.55 PM	115.3	TO-R	5.8 MILTON	0.0	1.30 PM
			Arrive Daily EX. SUNDAY			(11.5)		Leave Daily EX. SUNDAY
			(0.40) 17.25			........Time over District.......... ....Average speed per hour........		(0.40) 17.25

EASTWARD — Los Banos Subdivision — WESTWARD

Time Table No. 47
December 28, 1930

Capacity of sidings in car lengths.		SECOND CLASS 242 Fresno Mdse. Freight Leave Daily	Distance from San Francisco via Antioch		STATIONS	Distance from Biola Jct.	THIRD CLASS 245 Tracy Freight Arrive Daily	THIRD CLASS 241 Tracy Freight Arrive Daily
125	BKWOY P	4.30 AM	193.0	TO-R	KERMAN	15.6	6.30 AM	7.36 PM
8	P	4.55	200.5	TO	7.5 BIOLA	8.1	6.05	7.20
3			202.0		1.5 TRUMAN	6.6		
5			204.0		2.0 EVERTS	4.6		
5			206.0		2.0 WEST ACRES	2.6		
	P	5.15 AM	208.6	R	2.6 BIOLA JUNCTION	0.0	5.45 AM	7.05 PM
		Arrive Daily			15.6		Leave Daily	Leave Daily
		(0.45) 20.80					(0.45) 20.80	(0.31) 30.19

EASTWARD — Lathrop Subdivision — WESTWARD

Time Table No. 47

December 28, 1930

Capacity of sidings in car lengths.	SECOND CLASS 172 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco via Niles		STATIONS	Distance from Kentucky House	SECOND CLASS 173 Mixed Arrive Daily EX. SUNDAY
BKWOY P	11.55 AM	103.3	TO-R	LODI	39.3	s 9.30 AM
				1.8		
		105.1		C. C. T. Co. Crossing	37.5	
				0.1		
15 Spur		105.2		FRANKLYN	37.4	
				1.9		
30 P	f	107.1		VICTOR	35.5	f
				3.6		
22 P	s 12.30 PM	110.7	TO	LOCKEFORD	31.9	s 8.50
				4.0		
22 WP	s 12.55	114.7	TO	CLEMENTS	27.9	s 8.25
				6.1		
30	s 1.15	120.8		WALLACE	21.8	s 8.03
				5.6		
14	s 1.35	126.4		HELISMA	16.2	s 7.45
				2.9		
	f	129.3		NORVAL	13.3	f
				0.9		
19 WTP	s 1.55 PM	130.2	TO-R	VALLEY SPRING	12.4	7.30 AM
				4.5		
9 P		134.7		TOYON	7.9	
				4.3		
12 P		139.0		MACNIDER	3.6	
				3.6		
52		142.6	R	KENTUCKY HOUSE	0.0	
	Arrive Daily EX. SUNDAY			(39.3)		Leave Daily EX. SUNDAY
	(2.00)			Time over District		(2.00)
	13.45			Average speed per hour		13.45

EASTWARD — Lathrop Subdivision — WESTWARD

Time Table No. 47

December 28, 1930

Capacity of sidings in car lengths.	SECOND CLASS 130 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco via Niles		STATIONS	Distance from Ione	SECOND CLASS 131 Mixed Arrive Daily EX. SUNDAY
BKWOY P	12.30 PM	111.7	TO-R	GALT	27.1	s 9.05 AM
				5.0		
				C. C. T. Co. Crossing		
16	f 12.45	116.7		VANSTOW	22.3	f 8.40
				5.3		
18 P	f 1.00	122.0		CLAY	16.8	f 8.15
				10.3		
34 P	s 1.25	132.3		CARBONDALE	6.5	s 7.35
				0.7		
13	f	133.0		LIGNITE	5.8	f
				1.8		
19 Spur		134.8		EDWIN	4.0	
				0.4		
19 Spur	f	135.2		CLARKSONA	3.6	f
				2.5		
13 Spur	f	137.7		DAGON	1.1	f
				1.1		
31 WTY P	s 2.00 PM	138.8	TO-R	IONE	0.0	7.05 AM
	Arrive Daily EX. SUNDAY			(27.1)		Leave Daily EX. SUNDAY
	(1.30)			Time over District		(2.00)
	18.06			Average Speed per Hour		(13.55)

EASTWARD — Lathrop Subdivision — WESTWARD

Time Table No. 47

December 28, 1930

Capacity of sidings in car lengths.	SECOND CLASS 170 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco via Niles		STATIONS	Distance from Woodbridge	THIRD CLASS 171 Mixed Arrive Daily EX. SUNDAY
BKWOY P	9.55 AM	103.3	TO-R	LODI	2.5	s 10.35 AM
				C. C. T. Co. Crossing		
				2.5		
8	s 10.10 AM	105.8	R	WOODBRIDGE	0.0	10.20 AM
	Arrive Daily EX. SUNDAY			(2.5)		Leave Daily EX. SUNDAY
	(0.15)			Time over District		(0.15)
	10.00			Average speed per hour		10.00

EASTWARD — Merced Subdivision — WESTWARD

Time Table No. 47

December 28, 1930

Capacity of sidings in car lengths.	SECOND CLASS 166 Mixed Leave Tues., Thurs., Sat.	Distance from San Francisco via Antioch		STATIONS	Distance from Raymond	THIRD CLASS 167 Mixed Arrive Tues., Thurs., Sat.
WTO P	10.30 AM	176.5	TO-R	BERENDA	20.9	s 2.10 PM
				3.3		
I		179.8		A. T. & S. F. Crossing	17.6	
				4.0		
17	f 10.50	183.8		TALBOT	13.6	f 1.47
				4.1		
22	f 11.05	187.9		DAULTON	9.5	f 1.30
				2.9		
2 Spur	f	190.8		JESBEL	6.6	f
				4.2		
13	f 11.30	195.0		HERBERT	2.4	f
				1.2		
	f	196.2	R	KNOWLES JCT.	1.2	f 1.00
				1.2		
22 WTP	s 11.45 AM	197.4	TO-R	RAYMOND	0.0	12.15 PM
	Arrive Tues., Thurs., Sat.			(20.9)		Leave Tues., Thurs., Sat.
	(1.15)			Time over District		(1.55)
	16.72			Average speed per hour		10.90

EASTWARD — Merced Subdivision — WESTWARD

Time Table No. 47

December 28, 1930

Capacity of sidings in car lengths.	SECOND CLASS 162 Freight Leave Tues., Thurs., Sat.	Distance from San Francisco via Antioch		STATIONS	Distance from Knowles	THIRD CLASS 163 Freight Arrive Tues., Thurs., Sat.
	12.20 PM	196.2	R	KNOWLES JCT.	2.3	1.00 PM
				2.1		
68 Spur		198.3		HILLSIDE	0.2	
				0.2		
	12.30 PM	198.5	R	KNOWLES	0.0	12.50 PM
	Arrive Tues., Thurs., Sat.			(2.3)		Leave Tues., Thurs., Sat.
	(0.10)			Time over District		(0 10)
	13.80			Average speed per hour		13.80

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco

Tracy	Von Dack and Son	Los Banos	J. F. Muth
Stockton, C. Mantele	129 N. Sutter St.	Fresno	Bert Fuller, 1241 Fulton St.
Lodi	Ralph M. Thomas	Madera	R. A. Bay
		Merced	R. C. Haun
Sacramento	H. T. Harger, 1022 K St.	Modesto	W. P. Shoemake
Roseville	H. T. Harger	Turlock	D. F. Hall

RULE 14 (d) As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Merced..........Trains on Oakdale Subdivision.
Fresno...........Trains on Los Banos Subdivision.
Biola Jct.........Trains on Los Banos Subdivision

RULE 14 (e). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Galt.............Trains on Ione Branch
Lodi.............Trains on Valley Spring and Woodbridge Branches
Stockton.........Trains on Oakdale Subdivision
Peters...........Trains on Milton Branch
Lathrop..........Trains on Merced Subdivision
Tracy............Trains on Los Banos Subdivision
Berenda..........Trains on Raymond Branch
Kerman..........Trains on Biola Branch
Ingle............Trains on Riverdale Branch

RULE 33. When crossing flagmen find it necessary to leave their post of duty for a short time and no special device is provided, they will display a yellow flag by day and yellow light by night, which will indicate to train and enginemen that crossing usually protected by flagman, is temporarily without protection, and train and enginemen will be governed accordingly.

RULE S.-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. Westward trains arriving Stockton Tower No. 4 will continue to Stockton Station irrespective of Time Table superiority moving with current of traffic.

RULE 83 (A.) Extra trains will register at Stockton, Lathrop and Merced.

At the following stations, only trains indicated will register: Fresno Yard, Madera, Berenda, Kerman, Ingle and Los Banos—trains originating and terminating.

Peters———Nos. 153 and 154.

RULE 83 (B.) At open train order offices, trains may register by ticket as follows:

Stockton.........Extra trains except those originating and terminating.
Lathrop..........All trains on Lathrop Subdivision.
Merced..........All trains except those originating and terminating.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

Tracy	Galt	Merced	Los Banos	Valley Spring
Lathrop	Brighton	Kentucky House	Kerman	Ione
Stockton	Modesto	Madera	Oakdale	Raymond
Lodi	Turlock	Fresno		

Fresno—Between Calwa Tower and Clinton Ave. trains and yard engines may move with current of traffic irrespective of time table superiority, using every precaution to avoid delaying passenger trains.

Section of single track between Divisadero St. and Clinton Ave. is operated and controlled by manual block. Trains and yard engines must not pass Divisadero St. or Clinton Ave. until given proceed signal by switch tenders, green flag by day and green light by night.

Trains entering Yard from Merced and Kerman Lines will be governed by green signal from herder.

Trains entering or leaving through passenger station tracks designated below will not pass Merced or Kern Streets without signal from yardman.

Main Track—Depot No. 1—Depot No. 2—Depot No. 3—Depot No. 4—Back Lead.

A first class westward train which does not reach Fresno Yard within 15 minutes from its leaving time as registered at Fresno, must run expecting to find a train moving ahead of it, Fresno Yard to Madera.

RULE D-97 (A.) On double track between Tracy and Stockton Tower No. 4, trains may run extra, moving with the current of traffic without running orders.

RULE 98. Trains must stop before proceeding over A. T. & S. F. R. R. crossing at Oakdale.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Tracy...............West end for Martinez line.
East end for Lathrop Subdivision.

Lathrop.............Junction switches for both ends of yard for Lathrop Subdivision.
East end of east and west legs of wye on Merced Subdivision for west leg of wye.
Outside wye, east leg for Lathrop Subdivision; east and west legs to be used as main tracks for Merced Subdivision.

Lodi.................Woodbridge Branch, for Lathrop Subdivision.
Valley Spring Branch, for siding on Lathrop Subdivision.

Galt.................Ione Branch, for non-controlled siding, Lathrop Subdivision.

Ingle................Riverdale Branch, for siding on Los Banos Subdivision.

Kerman.............Armona Branch, for main track Los Banos Subdivision.
Biola Branch for Kerman Fresno main track.

Merced.............Oakdale Subdivision for main track Merced Subdivision.

Berenda............Raymond Branch, for main track Merced Subdivision.

Biola Junction........Los Banos Subdivision, for main track Merced Subdivision.

Peters..............Milton Branch, for Stockton Oakdale main track.

RULE 221. Trains must obtain a clearance before leaving Stockton, Merced and Valley Spring.

RULE 509. When a block signal in advance of facing point oil buffer spring switch indicates stop, careful examination of switch must be made before passing over it.

RULE 516. OVERLAPS are located at

Manteca.............Eastward trains, 2,300 feet west of east switch.
Floyd................Eastward trains, 1,500 feet west of east switch.

TRAIN AND AIR INSPECTION

RULE 827. (1) One retainer for each 150 Ms handled must be turned up on westward freight and mixed trains between Toyon and one-half mile east of Valley Spring, and between Norval and Helisma.

(2) On freight trains, when conditions are favorable and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop except that a distance of seventy (70) miles must not be exceeded between inspections.

(3) Air Brake Rule 16. On Lathrop Subdivision eastward passenger trains will make running test leaving Tracy, Lathrop and Stockton only and westward passenger trains leaving Akers, Stockton and Lathrop only.

AUTOMATIC BLOCK SYSTEM

Switch at east end east siding at Lathrop is an oil buffer spring switch, normally lined for main track, trains leaving siding to split same.

Automatic three indication dwarf light signal 828 governs movement from east siding to eastward main track through spring switch.

Red (stop indication) will be displayed if main track is occupied between signal 818, about opposite the water tank, and signal 832, first eastward signal east of spring switch.

Yellow (caution indication) will be displayed when signal 832 displays stop indication.

When signal indicates stop, train must stop and, if movement to main track is to be made, must protect by flag on eastward main track between signal 822 and spring switch, not proceeding until it is known that there is no train between signal 822 and the spring switch, or if there be a train in that territory, that it is stopped to await the movement of train from siding. After ascertaining that movement is protected and signal still indicates stop, proceed as per Rule 509F.

TRACY YARD

The Port Costa-Niles junction switch is protected by automatic dwarf light signals Nos. 708, 709 and 710. Westward automatic dwarf light signal 709 just east of junction switch, indication as follows:

Red, Stop. Yellow, to Niles line. Green, to Port Costa line.

All train movements over crossover and puzzle switch east end Tracy yard will be governed by manual operated signals under the control of the switch tender. Eastward movements from all routes will be governed by dwarf light signals.

Westward movements from the Lathrop Subdivision are governed by a three indication high and a two indication low type searchlight signal 300 feet east of the puzzle switch. High signal governs movement on main track, low signal governs movement to hill yard or local yard.

Westward dwarf light signal located on the right of eastward track 300 feet east of puzzle switch governs westward movement over puzzle switch and cross over to all routes.

Westward movements from the Los Banos Subdivision are governed by a three arm semaphore signal. Top arm governs movement to main track, diverging route arm governs moves to hill or local yard.

Westward freight trains stopped by signal 717 located just east of State Highway crossing east of Tracy will use telephone located on this signal and call switch tender at puzzle switch and be governed by his instructions.

CROMIR COTTON GIN TRACK M. P. 170—KERMAN JUNCTION SWITCH—KERMAN EAST LEG OF WYE

Movements to main track will be governed by two indication dwarf signals located at derail or first switch. If no train in block switch indicator will show clear and switches may be lined to enter main track. When first switch or derail is lined signal will indicate green and movement may be made. When signals indicate block occupied after proper line up has been made Rule 512-A will govern movement to main track.

INTERLOCKING

At all interlocking plants, when route lined up is not to be used, following signal will be sounded by Engineers: o o ——— o o.

SAN JOAQUIN RIVER BRIDGE TOWER. San Joaquin River Bridge between Banta and Lathrop

Limits on eastward track extend from home signal 450 feet west of west junction switch to dwarf signal 350 feet east of east junction switch; on westward track from home signal 450 feet east of east junction switch to dwarf signal 350 feet west of west junction switch.

Eastward movements on Eastward main track will be governed by a three indication signal located 450 feet west of west junction switch. Eastward movement on westward main track will be governed by dwarf signal located 350 feet west of west junction switch.

Westward movements on westward main track will be governed by a three indication signal located 450 feet east of east junction switch. Westward movement on eastward main track will be governed by dwarf signal located 350 feet east of east junction switch.

Both junction switches are oil buffer spring switches.

FRENCH CAMP TOWER Tidewater Southern R. R. Crossing 1.6 miles east of French Camp

Limits on Eastward track extend from home signal 750 feet west of crossing to dwarf signal 600 feet east of crossing; on westward track from home signal 600 feet east of crossing to dwarf signal 350 feet west of crossing.

Eastward movements on eastward main track will be governed by a three indication high and a two indication low signal located 750 feet west of the crossing. High signal governs main track movement, low signal governs movement thru cross over.

Eastward movements on the westward main track will be governed by a dwarf signal located 350 feet west of crossing.

Westward movements on westward main track will be governed by a three indication high and a two indication low signal located 600 feet east of the crossing. High signal governs main track movement, low signal governs movement through cross over.

Westward movements on eastward main track will be governed by dwarf signal located 600 feet east of the crossing.

Stock Yard track has a hand operated derail on which is an electric lock controlled by Signal Operator. Trains entering this track must restore switch and derail and lock same. Before leaving this track permission must be obtained from the Signal Operator and will be given in accordance with rule 628 and may be called for by the use of whistle signal — — — o. Whistle signal for movement through cross over will be, ——— o ———.

Engineers will sound whistle signal 14M when they wish to enter or pass through this plant.

STOCKTON TOWER No. 2.—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton

Limits on double track extend from signal bridge 800 feet west of crossing to the light signal 475 feet east of crossing on westward track and to the dwarf signal 350 feet east of crossing on eastward track.

Eastward movements on eastward main track will be governed by one-arm signal and suspended dwarf signal located directly over eastward main track on signal bridge 800 feet west of crossing. One-arm signal will govern route over crossing on eastward main track. Suspended dwarf signal will govern route over crossover just west of crossing.

Light signal 475 feet east of crossing will govern westward movements on westward main track up to crossover located 300 feet west of crossing. Three position light signal located 300 feet west of crossing governs movements through balance of plant.

Other train movements at this tower will be governed by dwarf signals.

Engineers will sound whistle signals as follows when they wish switches lined for:

Westward main track, o o ——— ———.
Eastward main track, ——— o ———.
Middle track, o ——— ———.
Siding, ——— ——— o o.
Gauns track, o ——— o.
Houser-Haines track, o o ——— o.

One short sound of tower siren (o) will be signal for all train movements to stop.

Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

STOCKTON TOWER No. 3.—Western Pacific R. R. Crossing Weber Avenue and Union Street Stockton.

Limits on main track extend from home signal 500 feet east of crossing to home signal 150 feet west of crossing.

Westward movements from Oakdale Subdivision will be governed by two-arm bracket signal on left-hand side of track; upper arm governs to passenger station, lower arm for either leg of wye.

Eastward movements from passenger station will be governed by one-arm stub bracket signal.

Movements from roundhouse will be governed by one-arm signal. Other train movements will be governed by dwarf signals.

STOCKTON TOWER No. 4.—Western Pacific R. R. Crossing .4 mile west of El Pinal

Limits on main tracks extend from the home signals 700 feet east of crossing to home signal 450 feet west of crossing on eastward track and to dwarf signal 200 feet west of crossing on westward track.

Westward movements on westward main track will be governed by a three indication high and a two indication low light signal 700 feet east of crossing; high signal will govern movements over crossing on westward main track, low signal will govern movement through the crossover to eastward main track.

Westward movements from the eastward main track to the westward main track will be made through the hand operated electrically locked crossover and will be governed by dwarf searchlight signal located 700 feet east of crossing on eastward track.

Trains desiring to use this line up will sound whistle signal, ——— o ———.

Westward movements on eastward main track through the plant will be governed by a semaphore dwarf signal located 450 feet east of the crossing.

Eastward movements on eastward main track will be governed by a three arm signal located 450 feet west of the crossing: Upper arm will govern movements on main track, lower arm will govern movements through the crossover to westward track.

Eastward movements on westward main track will be governed by dwarf signal located 200 feet west of crossing.

Trains making westward movements out of Armbrust spur will be governed by a two indication dwarf light signal.

Gulf Red Cedar Products Company track within the tower limits has a hand operated derail on which is an electric lock controlled by the signal operator. Trains entering this track must restore switch and derail and lock same. Before leaving this track permission must be obtained from signal operator and will be given in accordance with Rule 628 and may be called for by the use of whistle signal — — — o.

When engineers wish tower operated crossover lined, they will sound whistle signal, ——— o ———.

MODESTO TOWER Tidewater Southern Railway Crossing 1.6 miles east of Modesto

Limits extend from home signal 500 feet east of crossing to home signal 500 feet west of crossing.

Eastward and westward movements will be governed by respective signals located 500 feet from crossing.

Signal operator on duty 9:00 A. M. to 6:00 P. M., daily except Sunday. No signal operator on duty on Sunday and between 6:00 P. M. and 9:00 A. M. on other days.

Signals will be left in "proceed" position when signal operator is off duty.

LATHROP TOWER Western Pacific R. R. Crossing .9 mile east of Lathrop on Merced Subdivision.

Limits extend from home signal 600 feet east of crossing to home signal 450 feet west of crossing.

Eastward or westward movements will be governed by respective signals located each side of crossing. Engineers of eastward trains will sound whistle signal, ——— o, when they wish to enter or pass through this plant.

LYOTH TOWER Western Pacific R. R. Crossing Lyoth

Limits on main track extend from home signal 650 feet east of crossing to home signal 700 feet west of crossing.

Eastward movements will be governed by two-arm stub bracket signal located about 700 feet west of crossing.

Westward movements will be governed by three-arm signal located 650 feet east of crossing; upper arm will govern movements on main track; lower arm will govern movements through crossover to interchange track.

Engineers will sound whistle signal o ——— o when wish to enter or leave siding.

MERCED TOWER No. 1. A. T. & S. F. R. R. Crossing 1.8 miles west of Merced on Oakdale Subdivision

Limits extend from home signal 550 feet east of crossing to home signal 550 feet west of crossing.

Eastward and westward movements will be governed by respective signals.

No signal operator on duty from 6:00 P. M. to Mid-night.

KISMET TOWER A. T. & S. F. R. R. Crossing Raymond Branch 3.3 miles east of Berenda

Limits extend from home signal 400 feet east of crossing to home signal 400 feet west of crossing.

Eastward and westward movements will be governed by their respective signals.

POLK

Switch and eastward signals at Polk are governed by Elvas Tower and their use is subject to Sacramento Division interlocking rules.

BIOLA JUNCTION

Switches, derails and signals at Biola Junction are governed by remote control and their use is subject to San Joaquin Division rules.

MANUAL CONTROL SIGNALS

When Semi-Automatic Signals at east end of Tracy Yard are inoperative, trains entering or leaving yard will be governed by Rules 628 and 663.

MISCELLANEOUS

1.—SIDINGS.

LATHROP sidings are designated as follows:

Westward siding is the siding leading from the westward main track 1,500 feet east of corral and re-entering main track just east of water tank.

Eastward siding is the siding leaving eastward main track about opposite corral and re-entering eastward main track at extreme east end of Lathrop yard.

Fresno siding is the siding leaving eastward main track at extreme west end of Lathrop yard and entering Merced Subdivision main track just east of west junction switch.

Straight leg of wye is the track which parallels eastward main track, connecting with wye track just west of east junction switch, and with Merced Subdivision main track just east of west junction switch. This track to be left clear of cars, except upon specific instructions from Chief Train Dispatcher covering its use.

2. Westward freight trains taking water at Merced between 7:00 A. M. and 6:00 P. M. will stop east of east crossing.

3. Switching must not be performed over Main and Olive Street crossings, Turlock, between hours of 12 Noon and 1:00 P. M. All switching between these hours must be performed from west end of melon and house tracks.

4. By ordinance of the Town of Newman, it is a misdemeanor to switch the house track between Merced and Fresno Streets from five minutes before arrival to five minutes after departure of passenger trains.

5. Trains entering and leaving Tracy yard will be governed as follows:

Port Costa side, tracks 7, 8, 9, 11, 12 and 13. On incoming westward trains sufficient number of handbrakes must be set on head end and on incoming eastward trains sufficient number of handbrakes must be set on rear end to insure against train running out west end. On outgoing westward trains, after caboose is coupled to train, brakes scattered throughout train may be released but a sufficient number must be left set on head end and will not be released until engine is coupled to train. On eastward outgoing trains after the caboose is on train a sufficient number of hand brakes will be left set on rear end which will be released only after air gauge shows that engine is on and air is coupled through.

Niles side, tracks 14, 15, 16, 17 and 18. On incoming westward trains a sufficient number of hand brakes must be set on rear of train. When train is cut and head end is pulled into either 14, 15, 16 high, sufficient number of hand brakes must be set on head end of this portion of train. On incoming eastward trains a sufficient number of hand brakes must be set on head end of train. When rear of train is cut off or left standing in tracks 14, 15 or 16 high, sufficient number of hand brakes must be set on rear of train in addition to those on head end. On westward outgoing trains after caboose is on train a sufficient number of hand brakes must be left set on rear end, to be released only after engine is on and air is coupled through train. If made up on track 14, 15 or 16 high, head end of train should be secured with hand brakes and not released until engine is on and air coupled through train. On eastward outgoing trains sufficient number of hand brakes must be left set on head end to be released only after engine is coupled to train. If made up on 14, 15 or 16 high, sufficient number of hand brakes must be left set on rear end of train, not to be released until engine is coupled to train and air through.

6. Engines will be turned on Santa Fe Wye at Oakdale. In doing so, engines will operate over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy can be secured from SP Agent), and will secure clearance from Sierra Railway operator before leaving Oakdale, during such time as operator on duty; also be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

"All trains will approach yard limits of stations shown with trains under full control, expecting to find main track obstructed. This does not give switching engines right over any train."

Every precaution for safety must be observed, flagging if conditions require.

7. Oil cars of greater capacity than 6,500 gallons must not be moved between Peters and Milton.

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN CASTLE AND MILE POST 132, BETWEEN LATHROP AND BIOLA JCT. THE MAXIMUM SPEED MUST NOT EXCEED 60 MILES PER HOUR, BETWEEN TRACY AND CASTLE, AND BETWEEN TRACY AND FRESNO THE MAXIMUM SPEED MUST NOT EXCEED 55 MILES PER HOUR UNLESS WATER CAPACITY OF ENGINE TENDER IS LESS THAN NINE THOUSAND GALLONS WHEN THE MAXIMUM SPEED OF 50 MILES PER HOUR MUST NOT BE EXCEEDED.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR, EXCEPT THAT BETWEEN CASTLE AND MILE POST 132, BETWEEN LATHROP AND BIOLA JCT. AND BETWEEN TRACY AND FRESNO THE MAXIMUM SPEED MUST NOT EXCEED 40 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG. AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES OF LESS THAN 5 DEGREES.

NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEGREES.

MAXIMUM ALLOWABLE SPEED OF 2-10-2 ENGINES IN PASSENGER SERVICE WILL BE AS FOLLOWS:

(a) Tangent track—45 miles per hour.
(b) Type F1 (Nos. 3600 to 3652 Incl.). Restricted to same speeds on curves as applicable to other passenger power.
(c) Type F3-F4-F5 (Nos. 3653 upward). Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive, and on curves of less than 7 degrees subject to same restrictions applicable to engines of lighter type.

MAXIMUM ALLOWABLE SPEED OF CONSOLIDATED AND MIKADO ENGINES (57 INCH DRIVERS) IN PASSENGER SERVICE WILL BE 45 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR SHOWN BELOW:

Page	BETWEEN	Passenger	Motor Car	Freight
2, 3, 6	Tracy, over double slip switch at Junction of Lathrop and Los Banos Subdivisions	10	10	10
2, 3, 6	From the road crossing east of junction switch on Los Banos Subdivision, and end of double track on Lathrop Subdivision; to the road crossings west of station on Niles line, and on Martinez line	10	10	10
2, 3	San Joaquin River Draw Bridge	10	10	10
4, 5	West Leg of Wye leading to Fresno main track Lathrop	30	30	20
4, 5	East Leg outer Wye Lathrop	15	15	15
4, 5	Biola Jct. to Clinton Ave., Fresno	50	50	35
4, 5	F. T. Co. Crossing, Olive Ave., Fresno	20	20	20
4, 5	Clinton Ave. to North City limits	20	20	20
4, 5	Sugar Pine and Winery Spurs at Madera	10	..	10
4, 5	Over Highway Crossing and Street Crossing just west of station at Livingston	30	30	30
4, 5	Over Tidewater Southern R. R. Crossing at Modesto Tower	40	40	35
4, 5	Spreckels Sugar Spur Manteca	..	..	10
4, 5	Over Highway Crossing east of station Manteca	30	30	30
4, 5	Over W. P. R. R. Crossing Lathrop Tower	30	30	20
6	Kearney and Timba Spurs	10	..	10
7	Stockton and Merced via Oakdale	45	45	30
7	Peters and Milton	20	20	20
7	Peters and Milton cars in excess of 110,000 pounds net weight	..	..	12
7	Between switches at Peters	10	10	10
8	Galt and Ione, except as follows	35	35	30
8	Mile Post 125.5 to Mile Post 125.7	25	25	25
8	Mile Post 126.5 to Mile Post 126.7	25	25	25
8	Mile Post 127.0 to Mile Post 127.1	20	20	20
8	Mile Post 131.1 to Mile Post 131.3	25	25	25
8	Mile Post 132.2 to Mile Post 132.4	25	25	25
8	Lodi and Woodbridge	20	20	15
8	Lodi & Woodbridge, 1600 Class or larger Engines	10	..	10
8	Lodi and Mile Post 121.4	30	30	25
8	Mile Post 121.4 to Mile Post 121.6	15	15	15
8	Mile Post 121.6 to Mile Post 127.7	20	20	20
8	Mile Post 127.7 to Mile Post 128.1	15	15	15
8	Mile Post 128.1 to Mile Post 132.3	20	20	20
8	Mile Post 132.3 to Mile Post 132.6	12	12	12
8	Mile Post 132.6 to Mile Post 135.4	20	20	20
8	Mile Post 135.4 to Mile Post 136.1	12	12	12
8	Mile Post 136.1 to Mile Post 137.4	20	20	20
8	Mile Post 137.4 to Mile Post 139.7	12	12	12
8	Mile Post 139.7 to Kentucky House	20	20	20
8	Berenda and Daulton	30	30	25
8	Daulton and Raymond	20	20	20
8	Knowles and Knowles Jct	15	15	15
7	Biola Jct. and Kerman	40	40	35
	Into and Over Facing Point Oil Buffer Spring Switches	15	15	15
	Out of Oil Buffer Spring Switches	25	25	25
	Through Crossovers, Turnouts and Sidings, Except Sidings in S. D. S.	10	10	10
	Trains with engine backing up, Main Line	25	..	25
	Trains with engine backing up, Branches	15	..	15

SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS

Page	STATION	Passenger	Freight	Engines Backing
2, 3, 7	Stockton	8	8	8
2, 3, 7	Lodi	15	15	15
4, 5	Madera, between Standard Oil Spur and Fresno River Bridge	20	20	20
4, 5, 7	Modesto, Turlock and Merced	15	15	15
4, 5, 6	Fresno	15	15	15
4, 5, 6	Fresno, along or across street crossings	8	8	8
7	Oakdale	20	20	20

LIGHT ENGINES	Running Forward	Running Backward
Switch Engine, 6-wheel connected	20	20
Mallet Consolidated	25	25
Passenger Engines (see Exception below)	45	20
Other Engines on Main Track	35	20
Other Engines on Oakdale Line	30	20
Other Engines on Other Lines	20	12

Engines with main rod removed........30 miles per hour
Engines with side rods removed........30 miles per hour
Engines with both main and side rods removed........20 miles per hour

Where, because of curvature or other physical conditions, speed is restricted, passenger engines running light in forward motion will not exceed maximum speed allowed freight and mixed trains within such limits.

Where speed restriction on curves is above 30 miles per hour, locomotives with tenders of 7000 gals. or less capacity, except 70-R-1 and 70-SC-1, will be restricted to 30 miles per hour.

Motor cars running backward must not exceed 10 miles per hour through yards and over highway crossings.

Relief outfit must not exceed 30 miles per hour main line or 20 miles per hour on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 miles per hour on straight track and 15 miles per hour around curves, and on branch lines must not exceed 15 miles per hour. Locomotive cranes must be handled in trains with heavy end forward. (Rule 833)

Nos. 58 and 57 reduce speed to 15 miles per hour passing stations at Manteca and Ripon, to dispatch mail. No. 58 reduce speed to 20 miles per hour passing stations at Salida, Ceres, Delhi, Livingston and Atwater to dispatch papers.

No. 26 reduce speed Saturdays to 20 miles per hour at Gustine and Dos Palos to dispatch papers.

No. 210 reduce speed on Sundays to 30 miles per hour passing French Camp station platform to dispatch papers.

Engines must not work over clay unloading trestles on Brickyard spur at Crayold.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

MAIN TRACKS

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance
82.0	Tracy	West Water Tank		6 ft. 6 in.
82.2	Tracy	East Water Tank		6 " 6 "
78.3	Banta-Lathrop	San Joaquin River Bridge	19 ft. 9 in.	7 " 2 "
81.5	Lathrop	Water Tank		6 " 6 "
103.3	Lodi	East Water Tank		6 " 6 "
104.3	Lodi-Urgon	Mokelumne River Bridge		7 " 6 "
104.3	Ripon-Salida	Stanislaus River Bridge		7 " 6 "
134.9	Delhi-Livingston	Merced River Bridge	21 ft. 10 in.	7 " 6 "
195.6	Herndon	Water Tank		6 " 6 "
100.4	Westley	Water Tank		6 " 6 "
119.5	Newman	Water Tank		6 " 6 "
100.7	Holden-Peters	Mormon Slough Bridge		7 " 4 "
148.5	Ryer-Arundel	Merced River Bridge		7 " 6 "
136.7	Clarksona-Dagon	Sutter Creek Bridge	20 ft. 6 in.	7 " 4¼ "
114.7	Clements	Water Tank		6 " 6 "
		SIDE TRACKS AND SPURS		
81.5	Lathrop	Water Tank		6 " 6 "
92.7	El Pinal Winery	Trolley Wires and Poles	22 feet	8 "
110.7	Lockeford	Corral Chute		7 " 10 "
103.3	Lodi	R. H. Water Tank		6 " 6 "
119.5	Newman	Water Tank		6 " 6 "
201.8	Nevill's Spur	Packing House		7 " 1 "
126.2	Turlock	Water Tank		6 " 6 "
183.9	Madera Sugar Pine Mill	Warehouses and Platforms	18 ft.	5 " 7 "
	Stockton	Delta Warehouse		8 " "
	Stockton	Delta Platform		6 "
	Stockton	Murphy Wood Yard Gate		7 " 3 "
	Stockton	Murphy Wood Yard Shed		8 "
	Stockton	S. P. Co. Corral Platform		6 "

Following structures, Stockton, will not clear man on side of car: Girvin Warehouse, located at westerly end of Hazelton Ave.; Union Mills, Farmers' Union Milling Company and California Navigation and Imp. Co.'s Buildings on water front track Weber Ave.

To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks at Lathrop, cars should not be moved through east switch to west of west house track account impaired clearance.

Clay loading chutes on Edwin Spur when in position for loading into gondola cars will not clear high cars nor clear man on top or side of cars.

Bridge for loading clay at Cluster will not clear high cars or man standing on loaded gondola when in loading position.

Electric light brackets on sign boards paralleling team track extension to Sites warehouse at Modesto will not clear man on side of car.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca and Clay dump on Brick yard spur at Crayold are uncovered and care should be exercised by trainmen while working thereon.

Gravel loading chute at Timba Pit impaired clearance, and engine or cars must not move beyond it.

Overhead ice platform and loading platform on John R. Graham spur track at Merced will not clear man on top or side of car.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070	......	......
" —66 ft.	127,610	......	......
" —70 ft.	122,620	......	......
"	......	87,120	81,120
" —(Dynamo)	98,730	......	......
Baggage and Mail,—60 ft.	103,620	......	......
" " —69 ft.	124,760	......	......
" " " —70 ft.	129,140	......	......
" " "	......	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Baggage—C. M. & St. P.	125,000	......	......
Express Refr.—N. P. R. R.	......	74,000	60,000
" " —G. N. R. R.	......	......	70,000
" " —ARE No. 40-154	......	78,000	......
" " — " " 155-224	......	89,000	......
" " — " " 500-506	......	110,000	......
" " — " " 1101-1175	......	85,000	......
" " —PFE No. 500-799	......	83,000	......
Tea and Silk	......	......	48,180
Express, Horse	133,050	......	81,033
Postal	112,120	......	......
Postal Storage—40 ft.	74,530	......	......
" " —60 ft.	105,120	......	......
Club	146,210	122,300	......
Official	170,700	155,370	109,370
" C. M. & St. P.	141,000	......	......
Chair	100,620	......	84,740
Coaches—60 ft.	98,130	......	......
" —70 ft.	137,640	......	......
" —72 ft.	139,660	......	......
" —73 ft.	148,040	......	......
" —72 ft. Interurban	120,000	......	......
" —C. M. & St. P.	133,000	......	......
"	......	......	81,210
All-Day Lunch—Chair	105,970	......	......
" " —Coach	103,875	......	......
Cafe-Coach	......	......	117,200
Diner—70 ft.	......	135,930	131,040
" —72 ft.	155,330	146,930	134,530
" —77 ft.	157,240	165,530	......
" —79 ft.	169,100	......	......
Cafe-Observation	148,950	......	128,550
Observation	......	141,870	121,300
Pullman—Observation	163,600	153,000	......
" —Parlor	155,600	147,500	......
" —Standard Sleeper	164,600	144,000	......
" —Tourist	140,600	133,000	......
C. M. & St. P.—Tourist Sleeper	141,000	......	......
Rail Car—Gas and Electric	143,360	......	......
" "—McKeen—55 ft.	64,140	......	......
" — " —70 ft.	71,530	......	......
Observation (Open Top)	......	......	62,000

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco.	Dr. W. B. Coffey	Chief Surgeon
Sacramento.	Dr. A. M. Henderson	Division Surgeon
Sacramento.	Dr. G. L. Stevenson	District Surgeon
Sacramento.	Dr. J. Roy Jones	Aurist
Sacramento.	Dr. E. C. Turner	Oculist
Elk Grove.	Dr. H. Beattie	District Surgeon
Galt.	Dr. J. T. Christian	District Surgeon
Ione	Dr. Hugo Childress	District Surgeon
Stockton.	Dr. B. J. Powell	Oculist and Aurist
Stockton.	Dr. D. R. Powell	Assistant Oculist and Aurist
Stockton.	Dr. James P. Hull	District Surgeon
Stockton.	Dr. Ellis Harbert	District Surgeon
Lodi.	Dr. R. A. Buchanan	District Surgeon
Lodi.	Dr. H. A. Morel	Assistant District Surgeon
Woodbridge.	Dr. S. R. Arthur	Emergency Surgeon
Lockeford.	Dr. N. R. Barbour	Emergency Surgeon
Oakdaie.	Dr. F. W. McKibbon	District Surgeon
Manteca.	Dr. H. W. Kidy	Emergency Surgeon
Manteca	Dr. L. E. Tretheway	Emergency Surgeon
Ripon.	Dr. H. B. Stewart	Emergency Surgeon
Modesto.	Dr. E. R. McPheeters	District Surgeon
Modesto.	Dr. Hugh E. Smith	Assistant District Surgeon
Ceres.	Dr. F. K. Lord	Emergency Surgeon
Turlock.	Dr. J. L. Collins	District Surgeon
Livingston.	Dr. Chas. L. Garvin	District Surgeon
Atwater.	Dr. W. C. Cotton	District Surgeon
Merced.	Dr. E. R. Fountain	District Surgeon
Chowchilla.	Dr. H. G. Martin	Emergency Surgeon
Madera.	Dr. D. H. Ransome	District Surgeon
Madera.	Dr. R. R. Dearborn	District Surgeon
Fresno	Dr. J. D. Morgan	District Surgeon
Fresno.	Dr. Chas. A. James	Assistant District Surgeon
Fresno.	Dr. D. H. Trowbridge	Oculist and Aurist
Kerman	Dr. J. C. Drake	District Surgeon
Tracy.	Dr. A. R. Powers	District Surgeon
Patterson.	Dr. A. M. Field	District Surgeon
Newman.	Dr. H. V. Armistead	District Surgeon
Gustine.	Dr. A. W. Gustafson	Emergency Surgeon
Los Banos.	Dr. L. R. Hillyer	District Surgeon

Emergency surgeons should only be summoned for temporary treatment when prompt attention is required, and when patients cannot be sent to or await arrival of Division or District Surgeon.

Stretchers

Tracy, Stockton, Lodi, Galt, Berenda, Merced, Modesto, Kerman, Los Banos

Tracy Relief Outfit. Tracy Club House.

HOSPITALS

General Hospital............San Francisco.
Southern Pacific Hospital............Sacramento.
Southern Pacific Hospital............West Oakland.

RATINGS OF LOCOMOTIVES—STOCKTON DIVISION

In M's of 1,000 pounds back of Tender. Revised April 28, 1930.

Nominal Class	Official Class	ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO	STOCKTON and MERCED via OAKDALE LINE
E-23	E-73 20/24 101S	1433 to 1458	190	3300	2300
E-24	E-69 18/26 74	1459 to 1469, 1482	165	2600	1800
E-25	E-69 18/26 72	1472	160	2500	1700
E-27	E-73 20/26 113S	1526 to 1540	210	4050	2800
M-4	M-63 20/28 126	1615 to 1719	190	4300	2950
M-4	M-63 20/28 135S				
M-8	M-63 21/28 159S	1720 to 1724, 1770 to 1779	200	5250	3650
M-6	M-63 21/28 150S	1725 to 1769, 1780 to 1803			
M-9	M-63 2./28 150S	1804 to 1822	210	5500	3850
M-9	M-63 21/28 156S	1826, 1827			
T-2	T-63 19/24 105	2221 to 2230	160	2850	1950
T-1	T-63 20/26 112	2235 to 2273	180	3800	2650
T-25	T-69 20/28 134	2275 to 2280	200	4250	2950
T-26	T-69 21/28 152S	2283 to 2300	200	4850	3350
T-23	T-63 21/28 148S	2301 to 2310	210	5550	3850
T-23	T-63 21/28 145SF				
T-28,31	T-63 22/28 162S	2311 to 2362	210	6050	4200
T-32	T-69 23/28 174S	2363 to 2370, 2372 to 2384	210	6200	4300
T-40	T-69 23/28 197SF	2371			
P-1-3-5	P-77 22/28 141S	2400 to 2452, 2459, 2460	210	4950	3400
P-1	P-77 22/28 152SF				
P-1	P-77 22/28 160/B-54S	2400 to 2427	210	5250	3650
P-1	P-77 22/28 163/B-54SF				
P-4	P-77 23/28 155/B-58SF	2400 to 2437	210	5750	4000
C-9, 10	C-57 22/30-194S	2513 to 2599, 2750, 2752 to 2860	210	6650	4600
C-8	C-57 22/30 192S	2698 to 2749, 2751			
C-5	C-57 22/30 187S	2624 to 2679			
C-5	C-57 22/30 185S	2680 to 2693			
C-5	C-57 22/30 180	2624 to 2679	200	5950	4100
C-5	C-57 22/30 178	2680 to 2693			
A-6	A-81 22/28 127/B-64SF	3000 to 3003	210	4750	3250
A-3	A-81 20 28 112S	3025 to 3040, 3042 to 3071	210	3950	2650
A-3	A-81 20/28 116SF				
A-3	A-81 20/28 116/B-59S	3025 to 3040, 3042 to 3071	210	4200	2900
A-3	A-81 20/28 120/B-64SF				
MK-2, 4	MK-57 $23\frac{3}{4}$/30 206S	3200 to 3240	210	7800	5400
MK-2, 4	MK-57 $23\frac{3}{4}$/30 206SF				
MK-5, 6	MK-63 26/28 210S	3241 to 3277	200	8000	5800
MK-5, 6	MK-63 26/28 210SF				
F-4, 5	F-63 $29\frac{1}{2}$/32 306/B-61SF	3668 to 3763	200	11000	8000
F-5	F-63 $29\frac{1}{2}$/32 306/B-62SF	3764 to 3768			
Allowance for Empty and Underloaded Cars—Ms.		Less than 40 Ms		6	6
		40 to 50 Ms		3	3
		More than 50 Ms		0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado
"E"—Eight-wheelers "T"—Ten-wheelers
"TW"—Twelve-wheelers "P"—Pacific Type

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: $C\text{-}57\frac{22}{30}187$

TRAINMASTERS

O. S. YORK....................Tracy
B. S. BAUMANN....................Tracy
A. J. FERRARA (Asst. Trainmaster).Tracy

ASSISTANT CHIEF TRAIN DISPATCHERS

C. W. KAY....................Stockton
C. R. RICE....................Stockton

CHIEF TRAIN DISPATCHER

M. A. MICHELSON...........Stockton

ROAD FOREMAN OF ENGINES

W. C. DAVIS....................Tracy

L. R. SMITH, Assistant Superintendent

MAP
OF THE
STOCKTON DIVISION
SOUTHERN PACIFIC COMPANY
JANUARY, 1920
J.F.M.
SCALE OF MILES
0 5 10 15 20
REVISED, JAN. 1, 1929
" JULY 15, 1929
" JAN. 1, 1930
" FEB. 13, 1930
STOCKTON AND VICINITY.
SCALE:
MILES
CALIFORNIA
PLACER
EL DORADO
AMADOR
SACRAMENTO
CALAVERAS
SAN JOAQUIN
STANISLAUS
TUOLUMNE
ALPINE
MONO
MARIPOSA
MERCED
MADERA
FRESNO
SANTA CLARA
SAN BENITO
YOSEMITE
NATIONAL
PARK
STANISLAUS
NATIONAL
FOREST
SIERRA
NATIONAL
FOREST
STOCKTON
SACRAMENTO
MODESTO
MERCED
FRESNO
TRACY
LATHROP
LODI
GALT
PLACERVILLE
ROSEVILLE
FOLSOM
AUBURN
TURLOCK
OAKDALE
MADERA
BERENDA
SONORA
JAMESTOWN
MILTON
PETERS
EL PORTAL
RAYMOND
FRIANT
KERMAN
BIOLA
CHOWCHILLA
NEWMAN
LOS BANOS
PARDEE DAM
STOCKTON DAM
MELONES DAM
DON PEDRO DAM
LA GRANGE DAM
CALAVERAS GROVE
HETCH HETCHY VALLEY
MARIPOSA GROVE BIG TREES
PANOCHE HILLS
GLAUCOPHANE RIDGE